



Gc
974.101
H19a
1848158

REYNOLDS HISTORICAL
GENEALOGY COLLECTION

✓

ALLEN COUNTY PUBLIC LIBRARY



3 1833 01088 2261

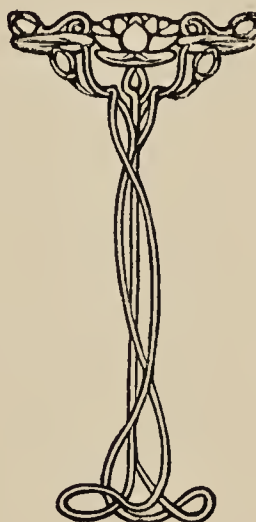


DEER ISLE'S *Me.*

HISTORY



Comprising that territory now the
towns of Deer Isle, Stonington
and Isle au Haut, Maine



BY

MILDRED SELLERS ALLEN

Of Stonington, Maine



Digitized by the Internet Archive
in 2019

<https://archive.org/details/deerisleshistory00alle>

1848158

PUBLISHED BY
MILDRED SELLERS ALLEN
STONINGTON, MAINE

Courier-Gazette Press
Rockland, Maine
1934



“Heavy filled lines indicate best routes from Bucksport and Ellsworth State Highways to Deer Isle and Stonington. From Ellsworth route 15 leads to Bluehill, then follow 172 through North Sedgwick to the “Reach Ferry.” From Bucksport one chooses at North Penobscot to go straight ahead via Bluehill or turn right through Penobscot and South Penobscot, after passing through which the North Brooksville and Walker’s Corner route is best.”

FOREWORD

All data in the following Deer Isle history is documentary, having been taken in many instances from the original papers, all preserved in very fine condition and on display in the "East Penobscot Bay Archives," owned by Dr. B. L. Noyes, Stonington. We believe there are few Maine towns that can boast of such a collection of valuable material. For instance, here, in a neat old-style frame, may be seen the first town warrant, showing the holes where it was tacked up, warning the inhabitants of the meeting to take place April 6, 1789, at 9 o'clock in the forenoon. It is written on heavy, handmade, rag stock paper with indelible ink, in the legible hand of Gabriel Johonnot, Esq., and as easily deciphered today as when it was written 144 years ago. Every town meeting record has been preserved, along with selectmen's accounts, books showing various expenses of the town, and tax schedules.

My work having brought me in contact with the old vital records of nearly all the early settled Maine towns, I can truthfully, and with great pleasure, say that in no town have I found a more complete set of early vital statistics than we have at home, mainly to the credit and painstaking care of our past town officials.

I have aimed to publish in this little sketch only an outline of the most vital points of local history in an endeavor to arouse interest in the wonders and possibilities of the Penobscot Bay region and the little island on which we dwell. The boys and girls should realize that they do not have to follow "Seth Parker" in far-off places for stories of adventure and of men and women who have accomplished great feats, for a careful study of the growth and development of their immediate surroundings will reveal much they had heretofore overlooked and contribute something to their store of knowledge.

This is by no means a complete history of the island and the reader should appreciate the fact that it has been rather difficult to condense so many years of historical activities into these few pages. Possibly, in the future, these pages will be elaborated, and much available material added that has not even been touched upon here. Its compilation into a larger volume should prove especially interesting to those who love their island home and cherish its traditions, and respect and honor their brave, courageous ancestors who lived in such a way as to make possible an evolutionary development that has brought the island to the present stage of perfection in modern conveniences and social welfare.

MILDRED SELLERS ALLEN

Stonington, Maine, December 15, 1933.



"AUNT SALOME" SELLERS AT AGE OF 101

"Aunt Salome" Sellers, who lived to be the oldest person in Maine and probably in New England, was born on Deer Isle, Oct. 15, 1800, a daughter of Capt. Edmund Sylvester and Deborah Cushman. She died at her home in Sunset District, Jan. 9, 1909, in her 109th year, the widow of Joseph Sellers, 2nd, having enjoyed the distinction of living in three centuries. Her homestead is yet in the hands of her descendants.

DEER ISLE'S HISTORY

TRACED FROM THE DAYS OF THE EARLY EXPLORER AND INDIANS

There is much uncertainty regarding the early history of Deer Isle. As early as 1556, Father Thevit, an adventurous Jesuit missionary, is said to have sailed along the shores of Penobscot Bay and made a survey of this island. If he gave the island a name no official record was made, so that we have no proof on which we can base any interest being taken in this wild, Indian inhabited, locality before Martin Pring sailed along our shores in 1603. Before reaching this spot he became greatly amused by seeing some foxes disporting themselves on the shore, the incident being so peculiar to him that he named the place Fox Island, and thus it has borne the name down to the present day.

Journeying on he soon came to another spot where deer could be seen from the deck of his pinnace, and from this incident came the name of Deer Island, later called Deer Isle. His were the first English eyes to rest upon these shores as he preceded Champlain by a full year. Weymouth and Rozier came in 1605, but they could add nothing to the story of the others and about the only evidence of their visit that is now left is the little peninsula known as Cape Rozier, on the main.

This was but the beginning and naming of an island that was destined to become famous throughout the country—for its fisheries, agriculture, unequaled granite products, used in the world's most wonderful structures; and for its daring, hardy sailor boys who established for Deer Isle a national reputation of able seamanship never to be forgotten. There is something about the atmosphere of the sea that develops a rugged constitution and stern mental and moral virtues.

Stretching along Maine's 1000 miles of rugged coast line is a perfect network of islands. Famous among all these oases that have been lifted by volcanic force from the old Devonian waters stands Deer Isle, near the mouth of the Penobscot. Not only is this beautiful island the mecca towards which many a pilgrim foot may turn, but it is also the home of a hardy people, who are *suigeneris* to the soil. Intelligent, brave, kindly and courteous, it is a pleasure to mingle among them, to enjoy their unstinted hospitality and listen to the wild tales of the sea.

DEER ISLE'S HISTORY

Deer Isle is second only in size and importance to the many large and inhabited islands on the coast of Maine. Mt. Desert comes first with its larger acreage and easy bridge access to the mainland but it does not surpass Deer Isle in natural beauty, historical lore, hospitality of its people, and industrial advantages. The public spirited citizens of this smaller island are cherishing the hope that time is not far distant when they will likewise be "bridged across" and have a fair chance to compete with Mt. Desert and surrounding towns and open up this now partially isolated territory to those who are seeking recreation and health along the secluded shady nooks of the Maine coast. We have them at Deer Isle—not Ford-made roads or pine-strewn trails but all those wonderful things that nature has endowed to gladden our hearts and make a peaceful, restful landscape and wholesome community.

Deer Isle is but a short distance from the mainland, perhaps, at its narrowest place, not over half a mile across Eggemoggin Reach to Sargentville. It was once the home of an Indian tribe, and the deposits of clam and oyster shells are almost equal to those at Damariscotta. These shell fish were easily obtained, and undoubtedly this was one of the reasons that led the early natives to choose this place for their home. How many centuries they may have lived here cannot now be told, but it is estimated that some of the shell heaps must have been 500 years in accumulating.

Stone implements, arrow heads (some purely white) and skeletons are frequently exhumed, and several years ago one of these latter was taken from under the roots of a huge tree. It was the framework of a man who must have been fully eight feet in height, and in close proximity to the location of the heart was an arrow head made of copper. Here is a mystery. The Indians belonged to the stone age and there is no evidence that they knew anything of the metals. By the side of this skeleton was another one of a much smaller man and it is evident that from his bow was sent the arrow on its deadly mission.

The Indians disappeared from Deer Isle long years before the first white settler came to build his cabin of logs and rocks. These pioneers were obliged to live a simple life and one of sacrifice and privation, all luxuries being unknown to them and this desolate country. Shellfish and water fowl were their principal sustenance and these could always be had in abundance. They had but to push their boat off from the shore to catch all the fish they needed.

But little is known of this territory from 1603 to the time of the first settlement shortly before 1762, but it is doubtful if any white man ever

DEER ISLE'S HISTORY

lived upon its shores before that time. Major William Eaton is usually given the credit of making the first permanent white settlement upon the island, having come from the vicinity of York, Me., with his family and settling on what was later known as the "Scott Farm," near the North Deer Isle steamboat and ferry landing.

Documentary evidence seems to show that the Greenlaws preceded the Eatons by a few months, both having come about 1760, though a list of early settlers erroneously gives the year as 1763 when Wm. Eaton and the Greenlaws became squatters on the "Reach" shores of North Deer Isle. Rather than sign the oath of allegiance to British power, Eaton is said to have abandoned his home and moved away, as did others, returning after the strife was over to take up his abode on Little Deer Isle. He sold out his first possessions to Nathaniel Scott (then of Ward), the property, ever since, remaining in the hands of the Scotts. William Eaton's cellar can yet be seen near the shore, not far east of the present ferry landing.

There is a well cherished tradition preserved by the descendants of William Eaton that before the birth of Meribah Wardwell (Eaton's wife), her mother, Ruth, was taken captive by the Indians in the vicinity of York, and while in captivity became the wife, by compulsion, of one of the chiefs, and that Mrs. Eaton was the fruit of their union. On the return of peace between the contending forces, the tribe through which she was held in captivity delivered Mrs. Wardwell up to her husband, Eliakim, with the child they named Meribah. Many of her descendants, even to the present day have a skin, hair and physiognomy that betray such an origin.

Michael Carney, an Irishman, previously squatted awhile on the northern shore of the island in the vicinity of the farm of Elmer, son of George C. Hardy, in a short while moving to an island lying between Great and Little Deer Islands, which to this day bears his name. He soon removed and nothing more is known of him, but he did not tarry here for a sufficient length of time to acquire a settlers' right.

The first task of the settler was to provide a rude shelter for himself and family, the sides of this hovel being of logs with a roof of bark if it happened to be during the season when the bark could be peeled from the trees, and the walls were chinked with mud or clay, and oftentimes moss was used. Rocks were piled up at one end for the fireplace and a hole left in the roof for the smoke to pass out.

DEER ISLE'S HISTORY

Later, when time permitted, a larger and more commodious house was built, which was much more comfortable during the severe winters then experienced by the early colonists. This new house was fitted out with a big chimney of rocks topped out through the roof with sticks and clay. Lumber and saw mills, a little later, enabled the settler to build a frame dwelling. The first is said to have been built by Ezekiel Morey which was later known as the "Hallet House" at Hallet's Corner.

In these rude, humble huts many children were born and reared and taught to take upon their young shoulders their share of the household burdens and the raising of the crops; developing into strong, husky, stalwart men and women, fit ancestors to the descendants they have left behind who are still striving and giving their best to the soil and industries of the island, making it the Deer Isle of today.

No easy task was the lot of these determined men to clear the virgin forests and raise food for their families. It was many years after the first tree was felled before land was ready for the plow; meanwhile, planting was carried on, all by hand, around the stumps; corn usually being the first crop, for it grew bountifully in the new land, and the ashes left from the burnt boughs provided wonderful fertilization.

There were no gristmills in the early days so that the corn was prepared for food by pounding it with a stick in a wooden or cast iron mortar prepared for the purpose. As soon as enough fodder could be raised, sheep and cattle were kept. Flax was raised for clothing, and the steady hum of the flax and spinning wheel issued forth a merry song from every abode telling that all was well within; the infant hushed to sleep in its low hand-hewn cradle and the mother doing her part to keep the starving wolf from the door.

The people who came to dwell in this desolate land were well aware of the many hardships they would be forced to endure but they were a determined, industrious band of settlers who came prepared to meet reverses and to find happiness and comforts for themselves and families. Though the island was an unbroken wilderness, it was near the fishing grounds, and the Reach shoreline became fast dotted with little huts, their mode of travel being always by boat. When time permitted them to make roads through the forest they began to see the advantages and wealth of the soil and cleared farms, and so a town became rapidly settled.

DEER ISLE'S HISTORY

PETITIONS TO COMMONWEALTH—LAND GRANTS REVOLUTIONARY WAR

News must have spread fast of the bounteous living to be had on this newly settled island by those who were willing to work hard, for the Eaton and Greenlaw families had not long to remain in solitude. By the middle of the year 1762 there were several families settled here, shown by a petition sent in to the General Court, Aug. 4, 1762, whereby 16 of them "had been to considerable expense in transporting themselves to a Certain Island at the Eastward within this Province, situate on the southwest of Egemogen Reach, known by the name of Deer Island, etc., and pray that the Court for encouragement for so good a work make us a grant of the whole of said Island or that end of it settled upon as aforesaid, etc."

Some of the 29 signers of this petition stayed awhile, then moved on, their names never becoming associated with early Deer Isle history, while others learned to so love the land on which they toiled that they left descendants down through the generations to the present day, many living here now tracing their ancestry back to those brave men who laid the cornerstone of this now busy little settlement—such as the Greenlaws, Eatons, Torreys, Lowes, Clossons, Staples, etc., the Wardwells and others, later crossing the "Reach" to make permanent settlements in the Penobscot region.

This petition was presented without avail, for reasons set forth in a later one dated 1785, being a petition of 58 inhabitants of Deer Island, the first one presented to the Provincial Congress after "Colonial Independence" from Deer Isle. The printed volume of Resolves of the General Court (Commonwealth of Mass.) respecting the sale of eastern lands gives the full petition, reports of the committees appointed to sell said lands and list of signers. This list of 58 names corresponds exactly with the list of "Original Proprietors" found in the volume of "Proprietors and Town Clerk's Records of Ancient Deer Isle," who were entitled to 100 acres of good tillable soil; swamp, ledges, and roads being deducted in the summing up of each of one's total acreage; thus accounting for some having so much more acreage in their "100 acre tracts" than others.

This grant was given only to those who had settled on Deer Island and Sheep, now Jordan's Island, previous to the first day of January, 1784, Messrs. Joseph and George Tyler, Esquires, having been chosen a committee, or agents, to have the lots of land surveyed and allotted to those entitled to same upon the receipt of 30 shillings to defray the expense of the survey. Most of these deeds will be found on record in

DEER ISLE'S HISTORY

the Hancock Registry of Deeds, bearing the date of Jan. 1, 1789, from the Commonwealth of Mass. per the Tylers. Others who settled between Jan. 1, 1784, and Jan. 1, 1786, received a 100-acre allotment upon the payment of one dollar per acre.

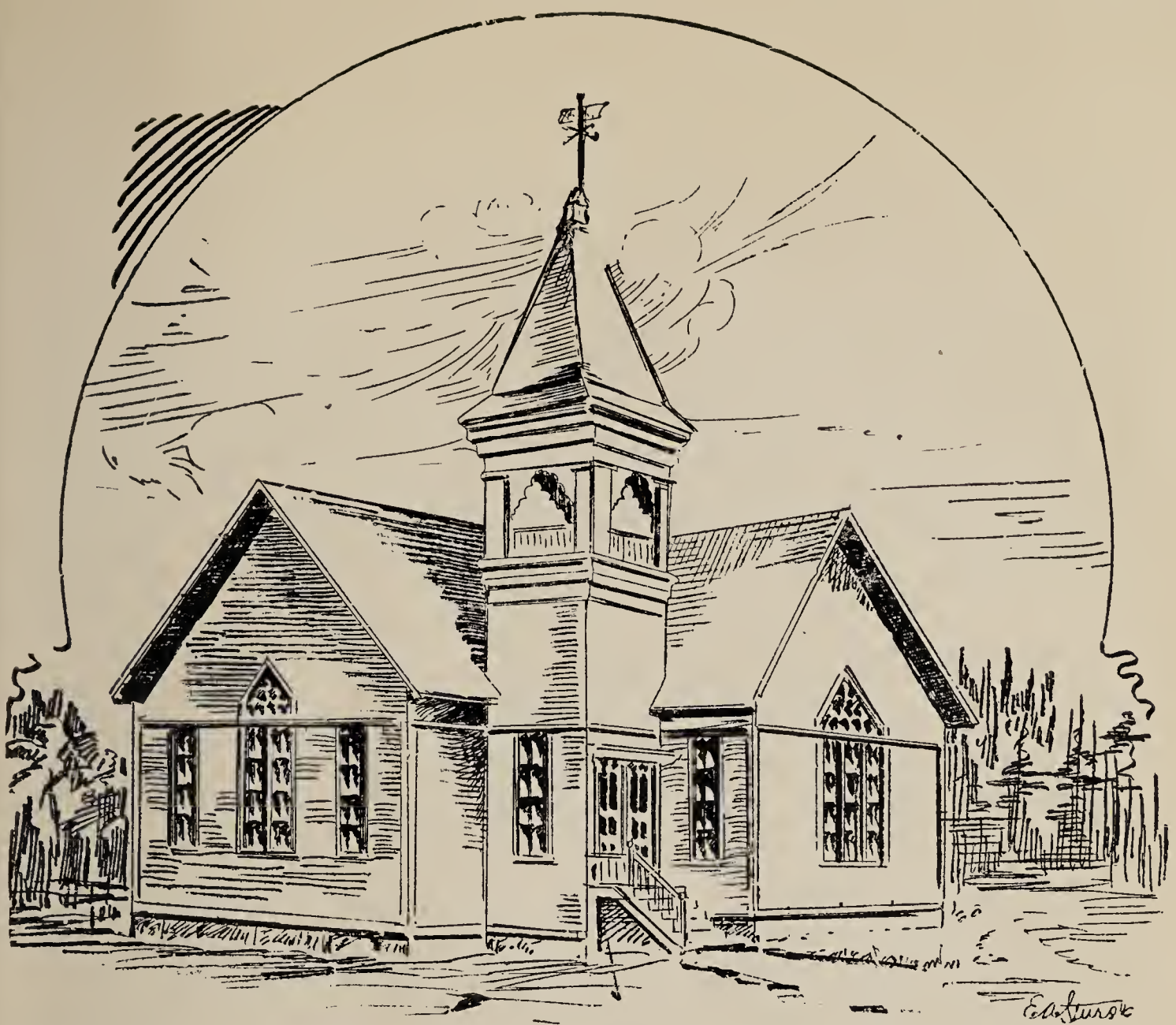
The Messrs. Tyler instead of obtaining the remainder of the island for the settlers, acted for themselves at the General Court in Boston and obtained a grant for the purchase of the land for a small sum. But they failed to pay according to contract and the proprietors afterwards purchased it. This balance of land, amounting to about 34 acres for each proprietor, was afterwards surveyed in lots of 19 and 15 acres and put up at lottery, the lots given numbers to correspond with the tickets, so that each proprietor drew a lot. This accounts for so many owning a small strip or plot of land in a different locality than his original grant, as seen on the "Peters Plan."

The first topographical survey was made by Wm. Tupper and the lots laid out to actually contain more than 100 acres. John Peters, Jr. (under the guidance of Rufus Putnam of the Eastern Land Commission centralized at Boston), made the second survey of the settlers' lots and cut each settler's quota to exactly 100 acres. The "Peters Plan," while it is a very valuable and indispensable chart, showing the divisions of permanent settlers' rights, cannot be exactly relied upon to give the precise location where the proprietor settled or took up his first land, for in some instances the original settler had already transferred his right to some other party so that whoever held the lot at the time of the survey was credited with the same on the chart, and the first owner, excepting some who were early deceased, was settled elsewhere. This last grant to the settlers provided that 400 acres of land be reserved for ministerial purposes and the same amount for schools.

In 1775 came the Revolutionary War, finding the island with about 69 male inhabitants of nearly 20 years of age and upwards. The British were encamped at Castine from 1779 to the end of the war in 1783, causing considerable anxiety to the inhabitants here, though they were not molested. Dr. Wheeler's "History of Castine" portrays this affray very vividly.

EARLY RELIGION AND FIRST CHURCH

These early settlers were religious people and, notwithstanding their insulated situation, enjoyed the regular ordinances of the gospel at a period considerably earlier than any other town eastward of the Penob-



Methodist Church, Stonington,
erected about 1891



"Second Congo Church," built about 1858, North
Deer Isle



"Third Congo Church of Deer
Isle," erected at Green's Landing,
1885. It was used first as a Union
Church, and burned Aug. 15,
1910. The shell was afterwards
remodelled into a modern struc-
ture, replacing the one seen
above.

DEER ISLE'S HISTORY

scot. The first church in the East Penobscot Bay region was erected in Bluehill, being Congregational, about 1768, and Deer Isle came next in the organization of the First Congo Church, the first meeting held Aug. 20, 1773, at which Francis Haskell and Thomas Stinson were unanimously voted to act as deacons in the newly erected church "as occasion shall serve," the church people having previously been gathered together by Rev. Oliver Noble with Thomas Stinson chosen as moderator, on Aug. 1st.

There are no records, extant, to show the doings of the church from this time until a call was sent, Aug. 23, 1785, to Rev. Peter Powers, then in New Hampshire, inviting him to settle with them in the office of the ministry. As compensation, he was to receive 100 acres of land, and a yearly salary of £100, together with the erection of a dwelling house 20x34 feet.

Rev. Powers accepted the call, the full text of which, together with the invitation, are found recorded in full in the town record books, per a vote of the town passed Oct. 20, 1791, and also on pages 264 to 266 Hosmer's History of Deer Isle, new edition. In this station, Rev. Powers continued to labor with zeal, activity and success for about 14 years, when he was removed from service by death, May 13, 1800, in his 72d year, interment being in Old Deer Isle cemetery.

In the year 1798 a revival of religion commenced at Deer Isle and continued into the next year. A letter written by Mrs. Powers, dated March 20, 1799, is presented in Backus' History of the Baptists in which she states that there were then 40 "Subjects of the work" and many more "under pressing convictions." Mr. Powers was at that time confined to his home and Ebenezer Eaton, a licentate preacher of Mt. Desert, going there from Deer Isle, was laboring among the people.

After the death of Mr. Powers the property described in the above offer passed to his son, Prescott Powers; a part of it, including the house later coming into the possession of Levi Greenlaw. The Powers domicile yet stands where the branch road turns off to go to Mountainville and the Greenlaw District, it being the same now resided in by "Dickie" Greenlaw, grandson of Levi, and is, undoubtedly, the oldest house standing on the island.

For ten years after Powers' administration the church was destitute of a regular pastor, being supplied part of the time by any preacher who happened to be traveling this way—Page, Johnson, etc. Phineas Randal declined an invitation to settle here but in 1809 Rev. Joseph Brown

DEER ISLE'S HISTORY

became installed as pastor and continued for ten years, dying suddenly in September, 1819. Following this, Rev. Abijah Wines preached here and performed many marriages, found entered with those of the two pastors mentioned above in the Deer Isle record books. Previous to about 1773 parties contemplating marriage must have gone to what is now known as Fort Point ~~in~~ Castine, as the chaplain of the garrison there, Dr. Wm. Crawford, was ^{opposite} the nearest person by whom the ceremony could legally be performed.

It might be of interest to mention here that the first meeting house stood upon the spot later occupied by the old Town Hall that was erected on ground almost excavated by a gravel pit nearly across from the Old Deer Isle cemetery. When the new Town Hall was built in the village the old one was sold to Win Thurlow who tore it down and erected same as a barn at the rear of the Pythian block in Stonington.

May 25, 1808, Hezekiah Lane, James Eaton and 31 others, petitioned the General Court of Mass. for permission to be incorporated into the First Baptist Society of Deer Isle. Though the town sent in a protest to this petition, signed by the selectmen, an act was passed in 1809 to allow them to be incorporated. Not long after this they built a church and a branch (under the pastorate of Rev. Samuel Allen) extended to Isle au Haut. This religious spirit increased until several churches were built on the island in different localities.

FIRST TOWN MEETING

An "act for incorporating Deer Isle plantation, Little Deer Island and the Isles of Holt in the county of Lincoln into a Town by the name of Deer Isle," was passed Jan. 30, 1789, and approved by the governor, John Hancock. Accordingly, Deer Isle became a full-fledged town on Feb. 18, 1789, and the first town meeting was held in the old meeting house before mentioned, April 6, at 9 o'clock in the forenoon. Rev. Peter Powers was chosen town clerk, but resigned, and Nathan Haskell held the office until 1803. The first selectmen chosen were Thomas Stinson, Esq., Wm. Foster, Capt. Thomas Robbins, Nathan Haskell, and Joseph Sellers.

Matters of grave importance were taken care of in this first little gathering—voted the minister's salary as £100, according to contract; to build his house 34x20 feet, one story and finished in "same manner that houses commonly are in country towns;" £60 voted to be laid out on roads, a man's labor being four shillings, and three shillings per day for oxen; Geo. Tyler, Esq., chosen representative to General Court.

DEER ISLE'S HISTORY

The ensuing year money was raised for sweeping and caring for the meeting house, and the town treasurer was instructed to furnish it with glass to make it comfortable, and charge to town's account. After the first two years but three selectmen were chosen, and in 1791, at the third meeting, it was voted to divide the town into five school districts, one school being kept on Webster's land (Ebenezer Webster's lot adjoined the south side of Sunset Golf Links); one near the mill at Northwest Harbor; one near Joseph Colby's at Southeast Harbor; one near John Howard's; and one near Jonathan Torrey's, at corner of road leading from Reach to Northwest Harbor.

In 1794 two more schools were added; one at Little Deer Isle and the other on Babbidge's Neck, and £100 was raised for a new meeting house, thus we see a steady increase in religion and education each year.

In 1796, \$100 was raised to build a cattle pound near the Carrying Place, and stocks near the meeting house, and in 1814 work was started to replace the wooden pound by a stone one to save expense of repairs each year. The large four and five ton rocks of this old pound can yet be seen by any interested observer where they are likely to remain for many years to come marking the spot that was once the scene of much activity in the early history of Deer Isle, the smaller stone having been incorporated into the building of the state highway. This was the earliest cattle pound constructed anywhere in the Penobscot region, as far as is known, the Orrington one, claiming to be the oldest, having been built in 1808.

These town meeting records show a feeling of uneasiness and need of protection among the town's people, for in 1799, money for military stores was raised and in 1803 more money was raised to provide a town stock of powder, lead, flints, kettles, etc.; in 1810 more powder was purchased and 1811 it was voted to complete the town's military magazine and to replace ammunition that might be drawn out on muster days.

At a meeting held July 18, 1812, it was voted that the selectmen be authorized to petition the government of the United States for one or more companies of U. S. soldiers to be stationed on Deer Isle for defense of the same; also to petition the Government and Council of Commonwealth for loan of 60 muskets and four four-pound guns and that the detachment from the militia may not be taken away from the town.

Many from Deer Isle enlisted against the British but the only firing on Deer Isle territory was off of Michael Small's Cove, Sunset, into which an English brig, sailing from Castine to the West Indies with

DEER ISLE'S HISTORY

provisions and lumber, was chased by an American Privateer of Wiscasset.

The lumber was unloaded and the brig taken off as a prize of the privateer. Some of these big planks were used in the construction of the house owned and remodelled by my great grandfather, David Sellers, Sr., on Stinson's Neck (Sunshine), having been originally built by Benjamin York, and torn down a few years ago by Herbert Conary, some of the lumber being used in the building of a barn on his premises, nearly opposite the old York-Sellers homestead.

Cannon balls fired from the privateer have been excavated from the fields in the vicinity of Small's Cove, one having been found recently and now on display at the drugstore of D. J. Noyes in Stonington.

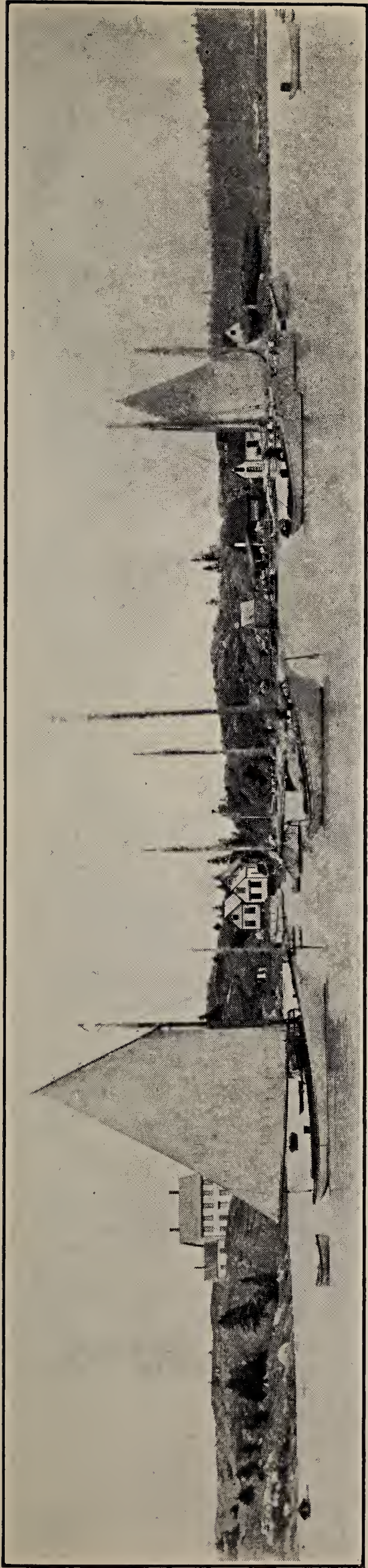
MILLS—COURTS

The settlers had now conquered many hardships and were progressing nicely with the exception of being handicapped greatly for the want of dimension lumber to improve their habitations. Nathaniel Kent came to Deer Isle in October 1767 and in the spring and summer of 1768 built the first grist and single saw mill at the location of the South Deer Isle iron bridge; was so constructed that it operated by the tide both going and coming; these mills being afterwards occupied by Stephen Holt and Richard Warren.

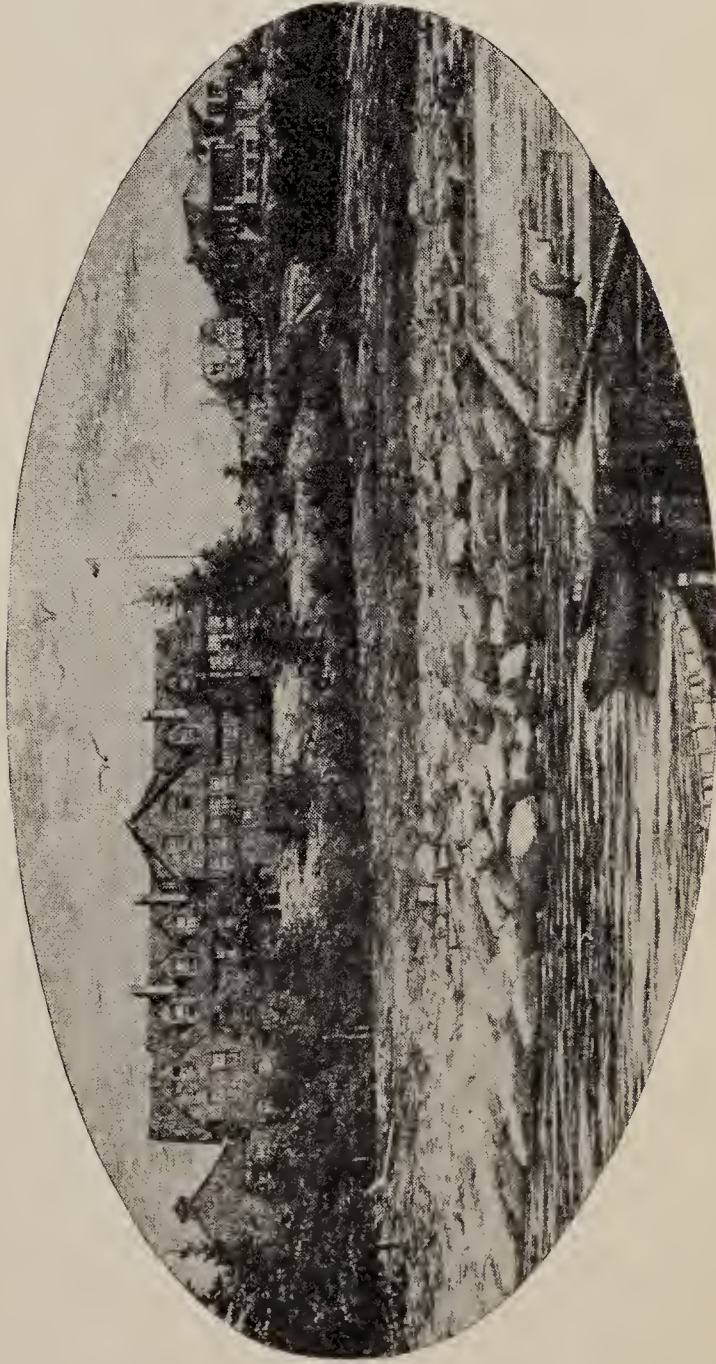
Kent declared to have received a quit-claim deed from a first settler, Jonathan Greenlaw, for the privilege of maintaining a mill on that site. There was nothing legal about the affair and Greenlaw had no title to the land he conveyed, it being about five miles from where he lived. Joseph Colby came with his family in 1768 and settled a short distance from the mill privilege.

Finally one of the greatest law suits of the time developed which prolonged for several years in the courts of Lincoln County, Pownalborough then being the shire town. The full accounts of this famous "Kent Claim" of Deer Isle have been copied from the Lincoln County Court-House at Wiscasset and, with the writ, warrant, depositions, etc., give much valuable data to early Deer Isle history.

Mark Haskell & Sons built a saw and grist mill at Northwest Harbor and mills were built at Stinson's Neck, and another in Sunset, at what was known as Emerson's Mill Pond, in 1790. Joseph Colby, Jr., and David Thurlow built a mill on Thurlow's Island (Crotch) that was run



Scene at York Island Harbor, Isle au Haut, about 15 years ago, when the lobster business was at its best, and before the days of the gasoline launch



Point Lookout Club House, Isle au Haut



"Smith House," Kimball's Island,
Isle au Haut

DEER ISLE'S HISTORY

by the tide water. Colby, moving to North Stonington, sold out his interest to Thurlow and Thurlow then carried on the business alone. There he started a fishing business and built about 30 vessels in which he sent fish to the West Indies, in exchange for groceries with which he supplied the wants of the early settlers. He accumulated considerable property and at one time was one of the most wealthy men in the town, he and his wife always remembering the poor for which their names are still respected. He was always styled Capt. Thurlow, as he was captain of the militia at one time; was also one of the selectmen of the town and in 1829 represented the town in the legislature. There are many other abandoned mill sites, a description of which would be sufficient for an elaborate article to be written thereon.

Meanwhile, small settlements had sprung up on the islands between Isle au Haut and Deer Isle. Anthony Merchant and Daniel Austin settled on Merchants Island in 1773 (Senate Files, No. 3106, Mass. Archives) Austin later selling out to Merchant his share for a yoke of oxen. The growth and development of Merchants Island into a prosperous little community with stores, schools, etc., is too lengthy to be dealt with here.

The next year, 1774, Samuel Pickering squatted on Isle au Haut. Seth Webb settled on Kimballs Island about the time of the Revolution, and Joseph Colby, Jr., was occupying Wreck Island, and David Thurlow, Thurlow's or Crotch Island, prior to 1800.

These islands had not been included in the incorporation of the town of Deer Isle but they had been receiving the same privileges of citizens, maintenance of schools by the town, etc., and when they resisted the payment of their share of taxes, on the ground of not being included in the act of incorporation, when the town was furnishing men and substitutes to serve in the war for their benefit as well as others, a petition was drawn up to the Legislature which was acted upon and approved, Feb. 29, 1868.

The limits of the town as then established were (Maine Laws, 1868; Chap. 598, P. 518-9): "Beginning at the middle of Eggamoggin Reach, at the northwestern end of same, and thence running southeasterly by the middle of same to the southeast end of same including Conary's and White Islands, and from the middle of said reach southerly to and including Great Spoon Island lying east of Isle of Haut, and from thence running westerly to the southern extremity of Isle au Haut, and from thence northerly by the middle of the ship channel between Deer Island and Isle au Haut on the one side and the towns of North Haven and Vinalhaven

DEER ISLE'S HISTORY

on the other, to the western extremity of Great Deer Island, and from thence northerly to the northwestern extremity of Little Deer Island, and from thence to the northwestern end of said reach, not intending to include Pickering's Island nor Pumpkin island."

Isle au Haut became incorporated into a separate town Feb. 28, 1874, which included all islands within the above limits, with Merchant's and all islands lying southerly of it.

The same year that Deer Isle, Bluehill, and many other Penobscot Bay towns were incorporated, Lincoln County was broken up and Hancock County incorporated in June, 1789, Penobscot being made the shire town, so that Deer Isle residents were obliged to journey there to all Court proceedings. Castine was made the shire town at its incorporation in 1796.

The inhabitants of Deer Isle sent a remonstrance to the Legislature in Augusta against the removal of the Court from Castine to Ellsworth partly because of the great expense of building new county buildings and "because it would be extremely inconvenient and burthensome for jurymen, parties and witnesses from Vinalhaven and Deer Isle, islands in Penobscot Bay and two of the largest towns in the county, to attend the courts at Ellsworth."

Nevertheless, the courts were removed there in 1838, where they have ever since remained. In those days it was sometimes almost an impossibility for jurymen and others who found it necessary to attend the March or spring term of court to make the journey over the rough or muddy roads. First, there was the difficulty of transporting the horse and buggy across Eggemoggin Reach, the ferry service in those days being more antiquated than now, if that could have been possible. Then came the long, tiresome jaunt over the narrow roads, oftentimes becoming mired altogether in the mud and slush characteristic of the roads at that time of the year when the frost was coming out of the ground.

Teams were many times so exhausted from the deep mud (passengers all walking) by the time Bluehill was reached that a relay outfit had to finish the trip to Ellsworth. Ellsworth proved to be a site chosen with much forethought and wisdom, though other towns could have been much more convenient to Deer Islanders in days gone by. Even Rockland was a more favorable site and an attempt was made, not many years back, to remove the Deer Isle court jurisdiction there by placing the island in Knox County, Isle au Haut having succeeded in that respect; but today, the evolution in highways and modes of travel have so changed that it is only a matter of hours to step into an automobile and witness a certain



Taken 1899 from Thurlow's Hill, looking toward Crotch Island
showing Steamer Mt. Desert



HARBOR SCENES—STONINGTON

DEER ISLE'S HISTORY

court proceeding and be back home in less time than it takes to tell it, as the old saying goes. The antiquated and poor ferry service is now our biggest difficulty or drawback.

Even though Deer Islanders travel back and forth across Eggemoggin by means of a crude, obsolete ferry, consisting of a scow slowly zig-zagged in tow of a small gasoline launch, we do not want to convey the impression that there has been no improvement along that mode of travel in communicating with our neighbors on the main. The first settlers paddled across the "Reach" in very rudely built canoes, which they improved upon each year until the expanse could be spanned in a solid, seaworthy boat or gondola built of wood.

The story of how these settlers petitioned the Court at Penobscot, way back in 1792, to lay out a county road and establish ferry service with a ferryman, and how they worked, voted, and petitioned down through the years to the present day, to establish better facilities for connection with the mainland, is the subject for a separate writing which will be taken up in a future ~~writing~~^{issue}. It is certainly a matter for much thought and consideration.

SOCIAL ADVANCEMENT

There is a notion prevalent, especially among city dwellers, that Island inhabitants are a race apart, unprogressive, and perfectly satisfied with their circumstances and what their narrow sphere has to offer. To the contrary—it was the spirit of adventure and an urge within them to make good, to live their lives to the fullest extent of realization, and to expand, above all things, that prompted the first little band of settlers to land upon these shores, grasp new opportunities, and make homes for themselves.

The hardships they endured made them all the more determined so that they became kind, long-suffering, thoughtful of each other's comforts and patiently worked together laying the corner stone of what today are the two towns of Deer Isle and Stonington—the heritage of great achievements. Just as these pioneers saw and realized great possibilities awaiting in this territory so did their children and grandchildren nurse that line of thought that is yet impelling us all to push ahead as we are seen to be doing today.

From early colonial days Deer Isle has contributed her part to her country, her state, her county and herself. Deer Isle suffered greatly in the Revolution, then again in 1812 with the British encamped once more in her dooryard, many having enlisted for service. Later, came

DEER ISLE'S HISTORY

the Civil War, and more valiant men went, the last survivor going to his reward in 1927; and, lastly, the great World's War taking the fittest of our young manhood throughout the country, and in this, also, our two towns contributed 101 of their best.

Deer Isle has given more. Civilization has prospered from her industries in many ways. Once the centre of a great clamming industry, clams of a fine quality having been abundant along the shores, many were shipped to far distant places, one firm alone having exported thousands of barrels of "clam bait" to Portugal, Spain, and elsewhere.

Fishing has always been the leading industry on the island, furnishing great quantities to many large cities, and especially have we been noted for our tasty crustaceans. Lobster factories were in "yesterday's history," but clam factories are yet operating and Stonington's sardine factory gives employment to many people and the shipping of large amounts of these canned fish requires great quantities of herring, mostly caught in weirs or seines in our nearby waters.

* * * * *

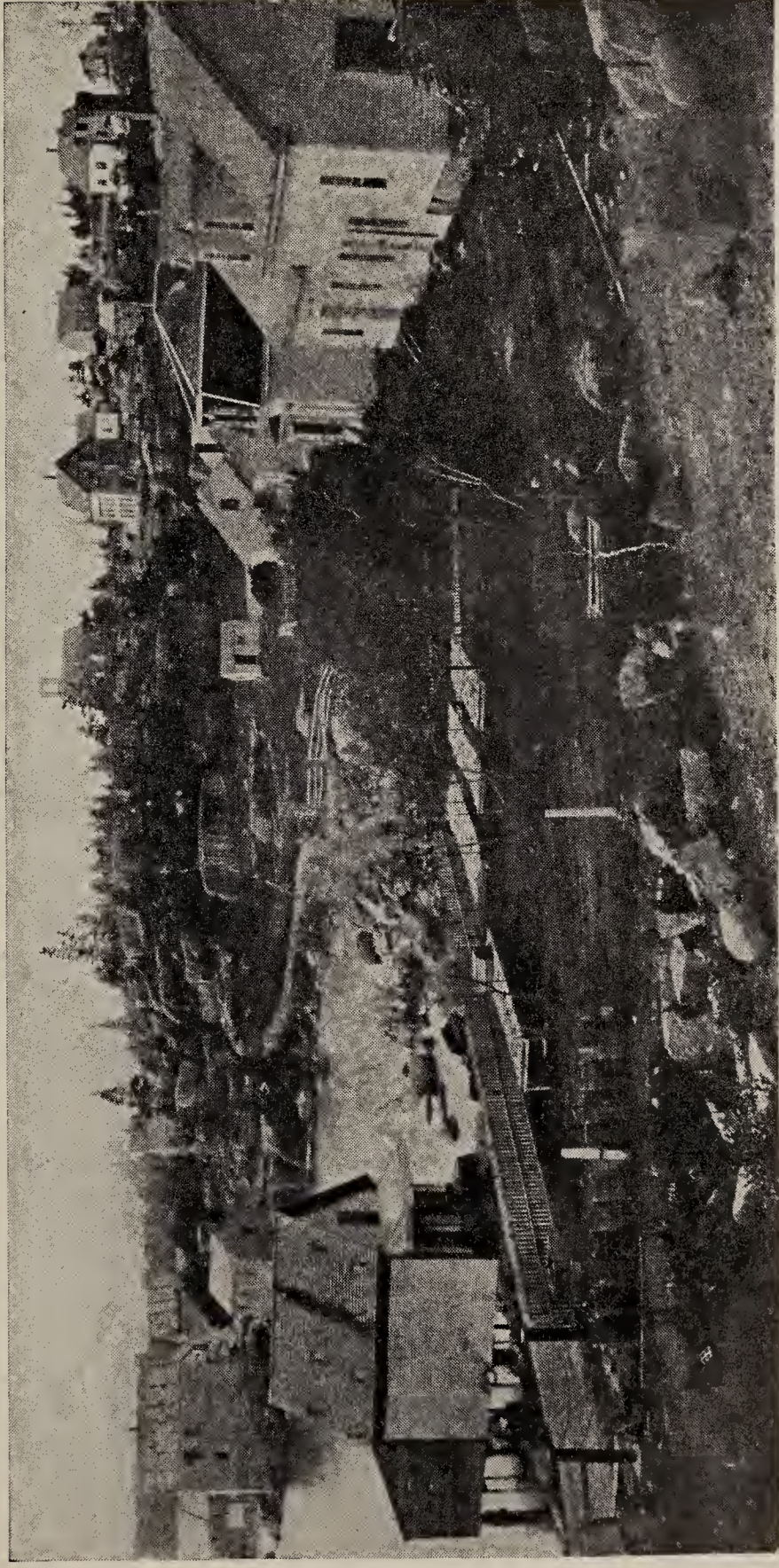
Who has not heard of the Deer Isle sailors? No finer navigators can be found in the world than those whose homes are here. So well is this fact recognized that the crews for the cup defenders in the first successful international yacht races have been recruited here, and on every one of these occasions the victory has largely been due to their seamanship.

When Capt. C. Oliver Islin sought a crew for his new yacht, the "Defender," it was to Deer Isle he turned and the entire crew recruited from here. The victory was won and Deer Isle sailor boys had gained a nationwide reputation. The next year, the Deer Isle boys manned the "Columbia" and again the banners of old England were dipped to our sailors. Englishmen claimed that had their yachts been manned by Deer Isle sailors they would have won, which was a great compliment to the merit of our boys, and they are worthy of all admiration and praise, with the consequences that their services are always in great demand.

EXTINCT INDUSTRIES

The first canning factory on old Deer Isle territory was probably built at Isle au Haut by the Lewis Brothers, a Portland concern, about the close of the Civil War. They confined their packing to lobsters and this product went all over the world. They abandoned the Isle au Haut factory and set up the so-called "Flye Brothers Factory" at Greens Landing. Thomas Knowlton, who had charge of Lewis Bros.' factories in Nova

Eastern end of the business section of Main Street, Green's Landing, as it looked about 1885. The first building on the left was the fish market and general store of J. Leeman Thurlow (now vacated) and across the narrow footpath was his residence, now in good repair and owned by Seth Webb. Notice the fish drying on flakes in the front yard. Next to this house, on the right, is that of Win Thurlow, with trees in front. The next house, was that of Win's father, Moody Thurlow, now the remodeled residence of Theodore Boyce.



Over the roof of the fish market, on the left, was the small one-story blacksmith shop and residence of "Dick" Knowlton, later used by Percival, his brother, for a printing office, and today used as tenement. Next to this, on the point, was the store of George Redman, seemingly under the process of construction in the picture—now the remodelled Odd Fellows block.

About all of the old buildings in this picture are yet standing but have seen many changes and additions since then.

The Congregational church standing on the hill was burned in 1910. A picture of same is seen elsewhere, but that building is replaced by a remodelled edifice.

DEER ISLE'S HISTORY

Scotia, came back to Stonington and, in company with Stephen B. Thurlow, built a factory close to the eastern side of the Lewis factory, the building being now owned and used by Oscar B. Weed for his lumber business. Lewis then withdrew from this region and the factory was continued by the Flye Brothers, sardines being packed exclusively. Thurlow & Knowlton first put up lobsters, then sardines, mackerel and clams.

Chas. A. Russ, Esq., was in the salt clam and bait business on what is now the Stonington Fuel & Lumber Company's dock, in a building later used for lumber by Henry C. Smith, but now the old section of the coal sheds used by the Fuel Company, above. Russ leased the place to Potter & Wrightington of Boston, where lobsters and mackerel were packed under managers Mitchell, Mayo, and Drisko, respectively.

Oceanville had the first factory in what is now Stonington territory, being operated at different times by the Baxters, Portland Packing Co., Whitmores, Webbs, and now the property of Black & Gay of Thomaston. It was not many years after the Oceanville event that Steve Morey operated a packing industry on docks in Burnt Cove where now is seen the residue of some operations by Black & Gay. It should be understood that, aside from the canning establishments mentioned, there were various dry fish and clam bait stands doing a flourishing business, about which enough could be said to compile another chapter. There was work for all in those days.

The equipment employed in the performance of the various activities during the days of early packing was not much in comparison with that now used in the present North Lubec Mfg. Co.'s sardine factory in Stonington.

There are many traces remaining on the island of former industries long since gone and of which the present generation has little or no knowledge. In the house now resided in by Martha and Florence Stinson at Sunset, Moses Joyce had the first "pants shop." It was then owned by Henry Lufkin, Jr., who had it so constructed as to use the top for a sail loft, where Capt. Henry made up thousands of yards of canvas, as can be seen by consulting excerpts from his diary. Lufkin also conducted a cobbling business here, many depending upon him for their footwear.

Joyce sold out his pants business to C. S. Marston of Boston and a lively little enterprise was conducted in the enlarged sail loft of Sylvanus Haskell's building, yet known as "The Old Pants Factory," at the beginning of Bridge Street, on the southwest of the Mill Dam, as seen there now, a section having recently been used for a garage and various other

DEER ISLE'S HISTORY

purposes. Joyce acted as superintendent or manager and the goods were distributed among families all over the island to be made up, much sewing also being done in the sail loft on Singer sewing machines. A pressman (John McGorrill), sent here by the Boston firm, managed the pressing, assembling and packing of the finished product, after the buttons had been added by a button machine.

Scenes of this factory in active operation have been enlarged from a tintype and show the words "Pants of all Kinds" painted on the roof of the building.

Hezekiah Lufkin was an undertaker years ago and when he needed a coffin it was but a simple matter for Moses Joyce to hurriedly put together a neat wooden box which he stained on the outside and received two or three dollars for the job. The coffin was then turned over to his wife, Hannah (Eaton), who lined it and did whatever other trimming was necessary in a shop that stood on the east end of the present "Ki" Lufkin house.

Many vessels were built on the island, about thirty having been constructed in a yard nearly opposite the old Haskell house, now "The Ark," and some on Little Deer Isle.

Mining operations were started, including ventures at Dunham's Point for silver and the opening of a marble quarry on the Reach side of the island, but these experiments did not prove successful and both sites were abandoned.

EARLY JOURNALISM IN DEER ISLE

The first printing establishment on the island had its origin in Dr. F. B. Ferguson's father's (Ben. F. Ferguson, Esq.) store. Hudson H. Pressey was the pioneer printer on Deer Isle and from his hands the first issue of "The Deer Isle Weekly Gazette" made its appearance March 23, 1882. An embryonic copy of this date now lies before the author and reveals a bit of interesting reading within its four pages. The pages of the folio are 8½x11 and have three columns—the price of same being three cents per copy. The front page is taken up with a short story, poetry and jokes, while the others contain "Items of Maine News," "Household & Farm;" "Domestic Receipts," etc. Under "Town News" will be seen many items of historical interest such as, "Stmr. Mount Desert, Capt. Robinson, and Henry Morrison, Capt. Crockett will commence spring trips Saturday, March 25 (1882);" "Str. Pioneer took 40 passengers and 70 bbls. lobsters from Green's Landing, Monday;"

 DEER ISLE'S HISTORY

"Str. Lewiston from Portland for Machias Saturday, 18 was late, etc.;" and this one, of especial interest and encouragement to lobster-fishermen, "Lobsters eight cents."

Another news event is added here to evidence that things might be worse in these days of depression: "A woman by the name of Carter of Sedgwick gave birth to three children a few days ago. The boy born in the evening weighed eight pounds; and two girls were born the next morning. All are living and doing well."

In May, Mr. Pressey came out with a much larger paper of four columns and later issued a seven column one, larger than the present Ellsworth American. He continued the Weekly Gazette for about six years, having had several different printing presses during the time, the last issues being printed on a large size Chandler & Price job press. As the paper grew, Pressey moved into a corner of George H. Howard's store and added Percival S. Knowlton and Will Burgess to his staff. He then bought Pearl Spofford's store (now owned by Joyce & Beck) and continued the paper there, selling out to "Perc" Knowlton about 1888, who moved the printing plant back into Howard's store. After a while Knowlton moved his printing office to Stonington in the Haskell & Small building on Atlantic Ave., having been built for an office by Henry Haskell and Greely Small, contractors, and last used by "Bob" Cousins in his petroleum products business. After staying here a year or two Knowlton moved his printing office into a room in his newly erected house at the head of the cove opposite "Eaton's Inn." From here, he finally moved the apparatus to the building owned by his brother "Dick" Knowlton, between the Odd Fellows block and the pool room (see early picture of Stonington). Around 1896 Ralph F. Gerrish of West Sullivan operated the Knowlton plant about eight months. Knowlton sold out to D. Jewett Noyes who built an office (now the fish market of J. Emaron Eaton) and moved the Knowlton plant therein. Knowlton returned from away and started the "Deer Isle Messenger" in 1898, having his headquarters in Deer Isle Village. In 1901 Noyes turned his business over to Gerrish who resumed the publishment of a smaller weekly sheet that he called "The Press," headed by a large spreading eagle and shield. This last paper had its demise Sept. 7, 1901, at the age of 57 weeks, in the Etta Simpson-Flo Small block, now razed.

Knowlton has continued the publishment of his paper up to the present time, but a few years ago he added a Stonington section and changed the name from "The Deer Isle Messenger" to "The Deer Isle & Stonington Press."

DEER ISLE'S HISTORY

RISE OF GRANITE INDUSTRY

The chief source of occupation is the granite quarries at the lower end of the island, causing that section to become more thickly populated and to be set off from Deer Isle and incorporated as the town of Stonington, Feb. 18, 1897. This section was previously known as Greens Landing but, owing to the great quantity of ledges and boulders, Stonington was thought to be a more appropriate name. It presents a very interesting panorama from the shore front and harbor where one can best appreciate the amphitheatrical irregularity of the dwellings by noting that the inmates of one house gaze seawardly onto the roof of a neighbor, and hardly a building rests on level soil, being built wholly or partly on a ledge.

The first granite quarry was opened at Greens Landing (now Stonington) about 1865 or 1868 on the section known as Green Head, on a bluff overlooking Moose Island and Allen's Cove, by Job Goss, Sr., then from Vinalhaven, and in a few years he opened up the site on Crotch Island now owned and operated by the John L. Goss Corp. Other quarries operating shortly afterwards in this vicinity were Russ & Newall from Belfast, Bray Brothers, Russ & Merrill, Eaton & Grant, and many others. About 1872, Goss, Marks & Walker operated the "John McDonald Quarry" south of the standpipe.

In the fall of 1885, Ben and Charles Thurlow, brothers, under the name of B. S. & C. C. Thurlow, opened up a quarry on the east slope of Thurlows Hill. In about two years they sold this opening to John Shields and John Carroll, large construction men who were operating in the region of St. Catherines, Ontario, building railroads, etc., but at that time had been awarded the contract to build the Harvard Bridge over the Charles River, Boston. Needing a large amount of granite and hearing of the reputation of "Greens Landing" stone brought them to this vicinity.

A rail track to the quarry had been laid from their shipping dock at the extremity of Bay View street (seen now as the enlarged dock of the John L. Goss Corp. and used as a landing by the Vinalhaven & Swans Island Steamboat Co.'s boats). The track ran northwesterly across the Clam City road, just east of where the Catholic Church stands, and entered East Main street north of the old boarding house known as "The Ship."

The Thurlows opened up a new site and built a dock just south of the Standard Oil Co.'s tanks, on Atlantic Avenue, that has become to be

Western end of Main Street about 1885 showing the old Music Hall on the right and the road leading to the quarry of Russ & Bray behind the hall. Union Trust Company's branch bank now stands in about the middle of the old quarry road. Nearly across, on the left, was the general store of Chas. A. Russ which burned and the hotel was built on the site which also burned. Russ' oxen have just passed through the gate on their way to the quarry.



The street continued on through the gate, turning abruptly off to the left in front of Sullivan Green's house, yet known as the "Old Green House," and going by Green's "Eureka" hall (beginning of roof seen over Russ' store) ended at the store and wharf of Charles Eaton. Not a house had then been built on Green Head.



A scene showing how they worked on the quarry of Shields & Carroll, on east slope of Thurlow's Hill, in the days of horse-power.



CROTCH ISLAND

An island of solid granite on which are two of the world's greatest granite quarries.



Settlement Quarry Scenes

DEER ISLE'S HISTORY

known as the "Hagan & Wilcox" dock. Harry Otis Fuller was superintendent for Shields & Carroll, and he boarded with "Aunt Mary Wells" in the house now owned and occupied by Frank McGuire of the "Deer Island Granite Corp." on Sea Breeze Avenue.

Later, Sylvester Neelon took the place of Carroll and, under the name of Neelon & Shields, conducted a large quarry on Devil Island, which they bought of William Small for the small sum of \$1000.

Much excitement was created on the whole island when this concern had a fine pack of horses, consisting of six blacks, two whites, and three bays, sent here by train from Ontario to Bangor, thence being brought across the Reach, driven down the island, and taken from here to Devil Island. While in Stonington they were housed in Sullivan Green's barn that stood where the Latter Day Saint Church lane leaves West Main street.

It was to work in the employ of this Devil Island concern that many of our well-known Deer Isle granite men first made their appearance in Greens Landing; Anthony Bye coming from Ontario in December 1887 to work on the Harvard Bridge foundation, and William McKenzie, who was first connected with Shields & Carroll on Thurlows Hill, came April 11, 1888, and was later manager of the Casey & Sherwood concern; these two men being the only representatives now living here from that undertaking.

About 1897-8, McKenzie was put in charge of the John L. Goss Corp. quarry on Crotch Island and we all know how wonderfully the business has prospered and grown under his management until it is an enterprise well up in the million-dollar class. Mr. McKenzie is the central figure of this stupendous growth; his mechanical training and aptitude to do the right thing just at the right time has put the quarry to the forefront of any in America, while a dozen other quarries "went down and out."

From the beginning, there was a great demand for Deer Isle granite, the best being found on Crotch Island, the area of which is about three-fourths of a mile long and one-half mile wide and is solid granite, superior to any in New England. Ryan (Patrick) and Parker and Casey & Sherwood also operated quarries on Crotch Island. John Kelley, first with Michael G. Ryan and later with John C. Rogers, opened up a hill adjacent to Oceanville, at a place called the "Marsh Settlement," giving it the name of the Settlement quarry. Many other quarries, too numerous to mention, have been operated here, including sites on Russ or Harvey's

DEER ISLE'S HISTORY

Island, Merchants, Spruce, Scotts, Green, St. Helena, and Moose Island where a quarry was first opened by Allen Brothers.

The principal quarries operating at present are the John L. Goss Corp. and the Deer Island Granite Co., both on Crotch Island. The Deer Island Granite Company (including what was formerly the Benvenue site) boasts the largest gang saw ever constructed, having a capacity of 100 tons and capable of handling a block of stone 16 feet long and 8 feet wide. It is encased in a fireproof structure and operated by a 50-horse-power electric motor.

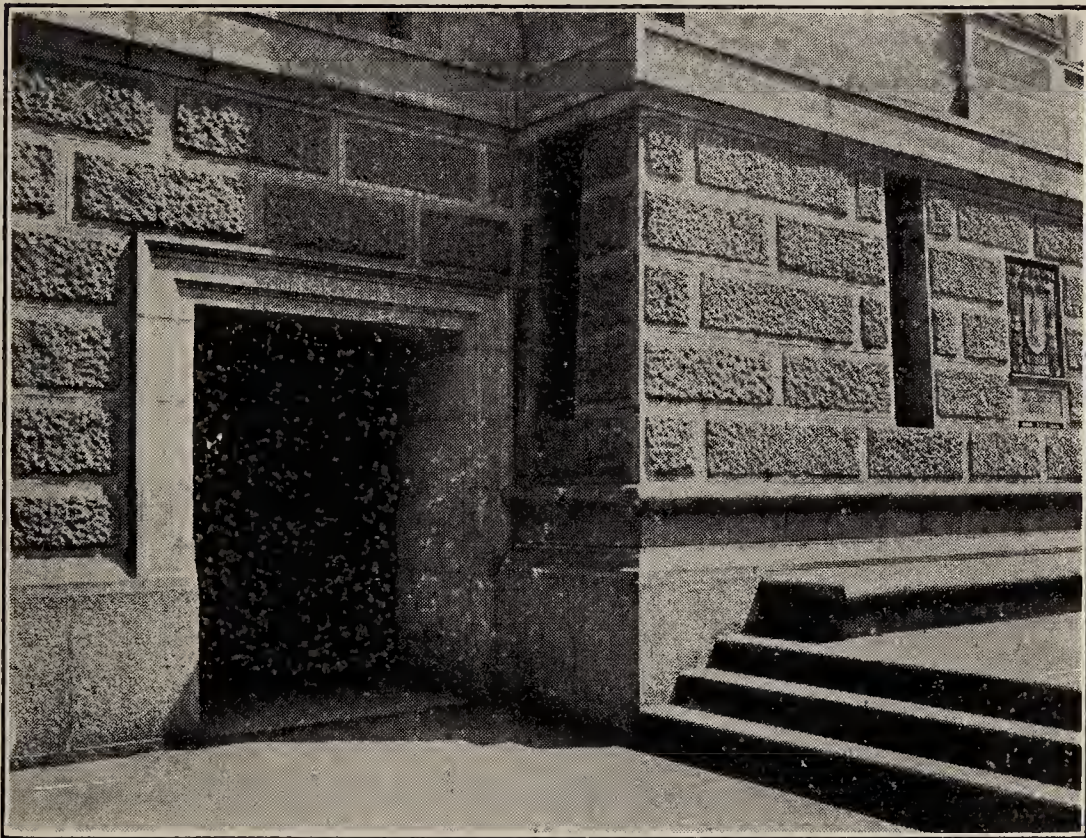
This latter company, undoubtedly, owes much of its success and prosperity to the excellent management and forethought of Frank McGuire. He started his granite career here as manager of the cutters at the John C. Rogers quarry at the Settlement and when Supt. Martin Hayes retired from the scene, Mr. Rogers quickly comprehended that McGuire was just the man to fill the place, and so efficiently did things move thereafter that Frank continued to handle Rogers' affairs up to the time of his death or retirement from this field of action.

Deer Isle (Stonington) has been the main factor entering into the erection of many beautiful stone buildings, monoliths and mausoleums, throughout the country. The George Washington pedestal, West Point, N. Y.; Museum of Fine Arts and first story of the Federal Reserve Bank, Boston; Fountain Memorial to Pilgrim Women, Plymouth, Mass., and the Drexel Bank Building, Philadelphia, Pa., are among many well-known "Goss Pink Deer Isle" granite structures. The largest fountain bowl in the world, on the John D. Rockefeller estate at Tarrytown, N. Y., was fashioned from one ashlar weighing over 200 tons in its rough state when Goss began cutting it at his quarry. The big New York Municipal Court House, superintended by Mr. McGuire at the Rogers quarry; top layer of New Orleans breakwater; Brooklyn Postoffice; Tri-borough Bridge, N. Y., and the Security Trust & Savings Bank at Los Angeles, California, all represent products involving the Deer Isle Granite Co., as well. The Goss concern is now engaged in cutting stone for the Rip Van Winkle bridge near Poughkeepsie, N. Y., and Henry Benisch has recently started activities on his St. Helena quarry, where he is getting out a fine stone for mausoleum work.

Granite quarries, in keeping with all other depressed business the last two years have been at a general standstill throughout the country, but the Deer Isle quarries have had a little more than their share of work and now anticipate a big contract for the coming year to bring back the old days of prosperity—even though we haven't suffered as much depression as



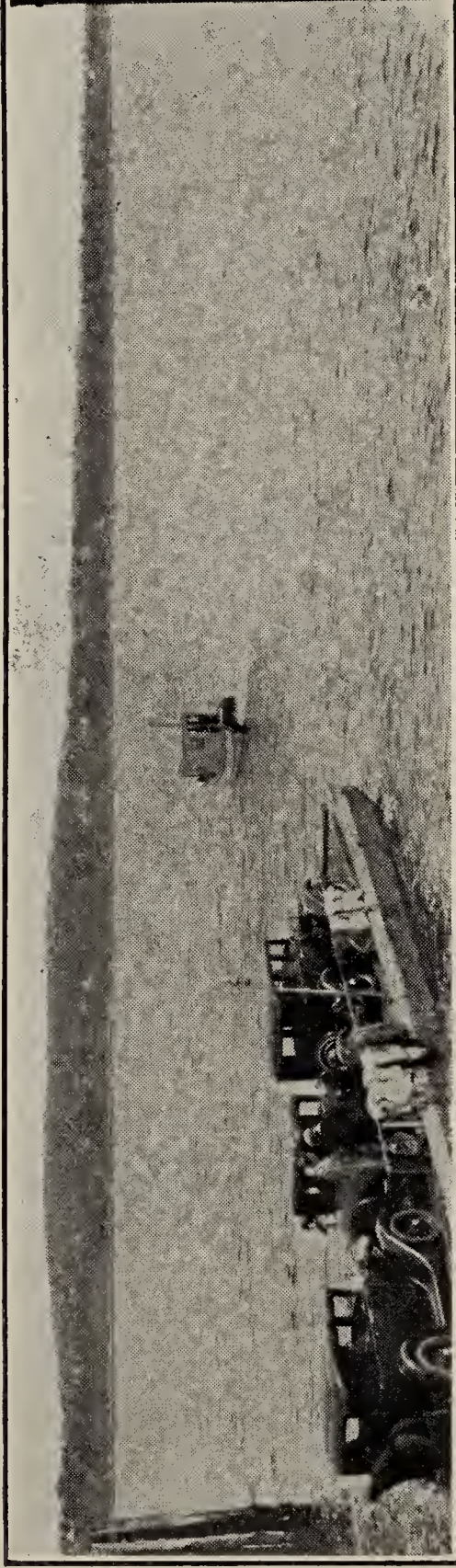
Early scene showing section of John L. Goss Corp. quarry on Crotch Island.



Office Entrance, Federal Reserve Bank, Boston



Samples of structures built from Crotch Island Granite



The ferry just leaving Deer Isle (going out around the steamboat wharf) for Sargentville. During the summer months there is traffic enough across the Eggemoggin Reach to keep two ferries constantly plying back and forth. The largest scow accommodates six cars. This system is very ineffective in the winter and during heavy tempests, ice being the worst barrier in its season. Consequently, everybody senses the crying need for some form of bridge connection from the mainland at Sedgwick—the most practical location being a link from Byard's Point to Little Sally Island; thence to the southeast end of Little Deer Isle where a raised road across the tidal bar carries the traveler to the main island of Deer Isle. This would give constant 24-hour-service where the ferry now supplies us only through the day, besides ample encouragement for a reduction of the present \$3.00 round-trip rate to one of \$2.00, or less.

DEER ISLE'S HISTORY

others—and give employment to not only the local men but many others in this trade badly in need of work in this section of the country.

BRIDGING THE EGGEMOGGIN

Deer Isle presents a distinct contrast to many other island settlements and small communities that have “seen better days,” in that it has never been content to accept conditions as they were, but, instead, has kept “onward and upward,” year after year, building and improving; adopting a very liberal telephone network; installing electric power and lights; constructing macadam roads; erecting lodges and churches (the island now boasting of 12 fraternities and 14 houses of worship); and remodeling and building schoolhouses until now a great surprise awaits the astonished city visitor when he finds himself in the midst of all the comforts and conveniences he has been cherishing at home. All of these have been accomplished through the unceasing efforts of a class of citizens who have been endowed with that optimistic spirit of progressiveness and development seemingly instilled into the eight generations that have come down from those sturdy pioneer ancestors of a century and a half ago.

This is written as a mere outline and sketch of a very interesting history that, dating from the “Period of Discovery,” has been over three centuries in the making. Deer Isle has so much more to offer now than then that this fact is being realized by the increasing number of tourists who visit our shores each summer. Deer Isle is so fast becoming a noted summer resort that in this capacity its future mainly lies. Along its precipitous banks and rugged shores are many beautiful summer hotels interspersed with cozy cottage sites, from which locations occupants can rest sheltered from the sweltering heat of a long summer's day and, gazing far seaward among the many islets, marvel at the elegance of the scene portrayed.

Deer Isle is beckoning the tourist to come and enjoy its many offerings—beautiful sunsets; little nooks and coves (ideal spots for picnics, clam bakes and bathing); miles of wonderful roads; a fine 9-hole golf course and a public tennis court, along with nearly every other form of recreation and amusement that the individual seeks to enjoy—all these, Deer Isle wants all visitors who care to cross the waters of Eggemoggin Reach to share with her.

Yet, with all these blessings, Deer Isle is severely handicapped because of its present lack of easy transportation to and from the main. To overcome this, the citizens are now straining every possible means to make the state realize the importance of a bridge to connect the island with the mainland at Sargentville. Though Deer Isle has now utilized and

DEER ISLE'S HISTORY

improved about every industry within reach its people are not content to stop here. They want to open new fields of opportunities for the younger generations; and new projects must have aid from outside sources in order to grow and mature.

So, for the first time in the history of the island, we are seeking the interest of neighbors and friends and those to whom we have always shown our readiness to lend a hand and to patronize. We also ask, not only our State, but, especially, the Government at Washington to render that vital assistance needed to give us easy access to the surrounding country. It's not too big a thing we're asking; it's what we feel we deserve from the present administration's policy to make available to the State our portion of the funds the Government at Washington should immediately provide in its aim to further the development of public works.

If a small portion of it cannot be utilized for this extremely vital project, Deer Isle is doomed to plod along for the future generations with its old-time ferry as the sole outlet to the mainland. In other words, we must continue to think of bedtime at 9 o'clock in the summer and 6 in the winter (from Oct. 15 to June 1) as far as intercourse with the outside world is concerned. No matter what calamity may befall during those hours of darkness or how urgently a relative or friend may need removal from his sick bed for hospitalization, across that narrow watery barrier all lies still and nothing can be done until the hands of the clock slowly reach that point where the old scow is dragged from its nightly mooring to again face the day.

Deer Isle is, and always has been, the home of a great many influential, public spirited citizens who aspire to take an active part and to mingle in the universal doings of the county and State at large, and feel they should no longer be subjected to depressing agitations not unlike what was experienced by the early colonists when they were continually confronted with the problem of "taxation without representation," at a time when everything seemed to be going out and but very little ever coming back.

So it finally comes to the grave question now uppermost in the minds of all: Will these energetic toilers receive the reward for which they are earnestly striving—a bridge to span Eggemoggin Reach and thus connect Deer Isle with Sargentville on the main? What could be a more fitting memorial to those old sturdy pioneer ancestors who braved the savage foes, wrestled with the barren soil, and paddled day by day across the Egge-moggin, and whose legacy savors of a brilliant history of wonderful accomplishments and brave deeds so well and faithfully done? To them I humbly dedicate this sketch.



APR 75



N. MANCHESTER,
INDIANA

